



A-Antics



Report On GT47-Colorado Springs

Route 66 Nashville Car Show

Drive Your MG Day

Lethal Tools

Day In The Garage At Illman's



MICHIGAN CHAPTER OF NORTH AMERICAN MGA REGISTER

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History: The Chapter was established August 14, 1976. It was NAMGAR's first chapter. We are a low-key club, dedicated to the preservation and enjoyment of our MGA's/ Anyone is welcome to join our chapter and they are asked to join NAMGAR as well.

Chapter Dues: \$25 annually (\$40 for printed newsletter)

Nickname: **Rowdies**

Motto: **People First!**

Rowdies Site:

<http://www.mg-cars.org.uk/michiganrowdies/>

MG Car Council Site: <http://www.mg-cars.org.uk/mgscouncil/>

NAMGAR Web Site: www.namgar.com

1976-1980	Bruce Nichols
1981-1982	Tom Latta
1983-1984	Dick Feight
1985-1988	Dave Smith
1989-1990	Dave Quinn
1991-1994	Mark Barnhart
1995-1995	Herb Maier
1996-1996	Tom Knoy
1997-1998	Neil Griffin
1999-2002	Bruce Nichols
2003-2004	Bob Sutton
2005-2008	Gordie Bird
2009-2015	Dave Quinn
2016-	Bill Weakley

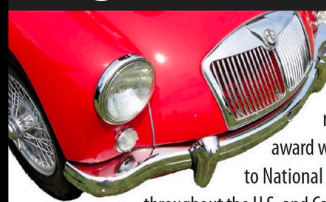
Rowdies Website: Larry Pittman, Webmaster

<http://www.mg-cars.org.uk/michiganrowdies/>

Larry Pitman's Database Report: 63 Active and Paid-Up Members

Deadline for submitting material for the next issue is:
August 20, 2022

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at** <http://www.namgar.com>, or contact registrar@namgar.com.



Past Chapter Chairpersons:

MEMBERS PAGE

forward their names, phone number, and location to our editor.

Welcome New Members!

Name: Tim & Karen Mann

Address: 5541 Adderstone Drive
Clarkston, MI 49383
United States

Phone: 248-922-1382

Email: t.mann44@yahoo.com

Letters

Two Lonely Cowpokes

Seen hanging around the hotel during GT47 were these 2 lonely cowpokes who were looking for work to pay for their next baked bean chuckwagon dinner. They had to sell their horses just to make their way back into town from the arroyo they had been living in earlier. They said they could rope and steer and lasso 'em doggies like the best of them. If seen, please pass a bright shiny New Orleans Silver Dollar to them to help 'em get back on their horses again. Everybody said, "He was as good as they come. He was a straight shooter and could sit a horse as if he were born in the saddle. He could yodel like nobody's business. He walked the straight and narrow in his hand-tooled boots and lived by a code worthy of his white Stetson... *The Cowboy Code.*"



A Call For Help

An MGA owner in the BMC group in Michigan was recently in a car accident. He was attempting to make a left turn on a country road in an extremely nice MGA MkII and someone decided to pass him and drove into the side of his car. He tells me he is running into nothing but dead ends trying to find a body shop to repair his car. It seems body shops are only interested in making quick bucks repairing modern cars.

It's a sign of our times. Still its hard to accept. Maybe it is more a mid-west Michigan/Ohio/Windsor problem but I have since learned there are several MGA owners in the surrounding area looking for body work and paint work. I've also heard the price to paint an MGA has skyrocketed by those who still do it. It seems most, if not all, of the sources used by Rowdies in the past are no longer available.

If any Rowdies have a recommendation for a body shop and/or painter willing to work on MGs please

A Winning Team

It doesn't get much better than this. Here we see a picture of our NAMGAR Vice-Chairman Larry Pittman, in charge of GT47, with Greg Poffenberger on his right, who won the Premier Class trophy at the GT, and our own Bruce Mann who won the 1st place trophy for the MkII 1600 class with his car on his left. Congratulations to all three for a fine GT and for 2 prize winning cars.



Los 'Tres Amigos' Strike Again!



A Thursday afternoon two-hour drive of the 3 Amigos was happily interrupted at a favorite watering hole in Bridgewater, MI. After wetting our whistles, we aimed our trusty MGA's back toward Ann Arbor. We had a thoroughly wonderful drive on a beautiful day for it. Pictured are John Alexander and his '57, Bill Weakley with his newly restored 1600 and Kevin Peck with his red Mercedes. Life is Good,

John Alexander

PS On our way back, we stopped for a "where are we" moment



Roving Reporter Reports Repeatedly

Once again we caught sight of a green MGA racing down the highway to get the latest news about all things British. Let's hear what John Alexander has to say:

"Since I wasn't going to the GT, I thought I'd head down South to Ft Meigs and see the British Return. There were only 3 MGA's as pictured, myself and two chaps from Cleveland

who were vaguely knowledgeable of the GT dates. The Red and Grey 1600 won the field.

It was a beautiful day for a drive and car show which brought out around 160 beauties. That's all from your roving reporter reporting to you live, from 'The British Return'

John Alexander

British Slo-Cooker

Age must be catching up with me. Today we did 60+ miles in the MGA mid-afternoon with zero clouds and 90° heat. As any owner can attest, the MGA cockpit which never offered air conditioning has enough heat even in the coolest of conditions to make you understand why a heater was optional on the dealers' sales form. I, like most owners, added additional insulation under the carpeting to help withstand the heat from the other side of the firewall. Still the cockpit heat and the overhead sun can really bake you.

Do I really want to drive this car to Memphis TN the first week of June in 2023 to the national meet?

To quote a few great lines I recently read, "MGs, and pretty much all British cars for that matter, have long been the butt of jokes. Nearly everyone's heard about Lucas, Prince of Darkness, and the three headlight settings he perfected: Dim, Flicker, and Short. Common knowledge states that British cars are unreliable heaps of junk which leak oil like the Exxon Valdez, break down more frequently than diplomatic talks with North Korea, rust out so fast you'd think they were being slowly beamed aboard the USS Enterprise, and drop parts as if infected with automotive leprosy."

Loved the humor but having owned MGAs for 50 years I know most of the above is just folklore if you do all the routine maintenance things recommended in the owners manual annually.

I wish I had an answer to avoid the free sauna but the only one seems to be - suck it up, take delight in having mastered another adventure, hope that the drive



to next year's national will be cooler, cause you know you're going!

Dave Quinn

PS And Drink Lots Of Water On The Way!

Later Dave added a few more thoughts about beating the heat on a hot day:

Beating the HEAT in your MGA

Take ice water in a drinkable container easily reached while driving.

Never shut off the small inside air vent, summer or winter. Try not to block this only source of inside air with hats, towels, etc.

Leave the air fan running most of the time.

Seal every air leak on the firewall that will let engine heat into the interior cockpit. Insure the grommets around any wiring are in place and replace any badly cracked ones. In a dark garage place a bright light in the engine bay and seal any spot that still admits light.

Insure the rubber stopper to the transmission tunnel fill hole is tight.

Remove the existing carpet and add insulation to the cockpit side of the firewall and under all carpeted areas, including the transmission tunnel, floorboards, etc.

before reinstalling the carpet. Seal everything as tightly as you can around the gearshift boot. Precut insulation kits using space age insulation are available.

Seal any gaps and openings on engine heater shelf.

Insure the heater valve on the engine is adjusted properly so it is completely shut off when the dash heat lever is turned off (pulled full left).

Insure your exhaust system is properly installed and spaced from the wood floorboards.

Travel with the top up on the really HOT days with no cloud cover.

Pike's Peak

Yes, people did make it to the top of Pike's Peak (14,115 Ft) with their MGA's, but some chose to ride the cog-wheel to the top instead. There



was indeed snow at the top as Larry and Bruce demonstrate above.



But not everyone made it to the top easily with their cars. Terry Looft wrote on Facebook at June 5 10:41 PM "Pikes Peak - America's Mountain. We made it to the top of Pikes Peak today. Not all the cars I'm afraid. Carole's A just ran out of wind at 12,000 feet. We left the car parked at a welcome area and she rode with me the rest of the way. The other three cars took their last breath as we hit



the top at about 14,200 feet. The last couple thousand feet were a very hard climb. I think Ryan and Emerson in the Magnette did better than all of us with the smallest engine and the biggest car. So yes, we made it to the top. Box checked, no need to go again!

Terry Looft

Would You, Could You, Be My Neighbor?

As Mr. Rogers would say it was a good Day in the neighborhood. Donna and I work really good on projects as long as we keep them separate. She trimmed half a dozen berry bushes and I dug the MGA out of 8 months hibernation. Car cover off and stored, battery tender disconnected, top dismantled and stored behind the seats, check of the engine bay for mice, double check of the oil level (which needs changed but it will have to wait). I thought getting in was tough before but I found out with an ankle with only 10° flex can be a real challenge. But after a few tries I found a method to get in. Turn the key, wait for the fuel pump to go quiet, pull the choke, and it fires up on the first try. Love it. Now the real test, can I drive this? Then with a smile on my face I drove it out of the garage and around the block! I discovered driving was not as hard as I imagine it might be (at least around the block), just don't expect me to

feather the throttle as it's like driving with winter boots on till I get used to it.

Dave Quinn

Increase Your Car's Value!

Barn dust for sale. Increases car value!

\$500 • Crittenden, KY

Here I have buckets of authentic barn dust. Just scatter all over any pre-80's car, park it in a shed and turn a \$500 beater into a \$25,000 "survivor".



Drive Your MGA Day

The weather was near perfect, but Mary Ellen and I were recovering from COVID, so we could not join the group drive. Instead, we drove to Pinckney to pick up dinner at the Dio dinner theater. They had cancelled their last week's performance and were selling the meals carry-out. So we drove the A to a dinner theater, but we did not see a performance and ate dinner at home. It was still a good excuse to drive.

Bill Weakley



(see pg. 14 also)

Sad News

It is with great sadness that we report the passing of Lloyd Herring on July 3rd, 2022. Lloyd was a long-time member of the Rowdies and the Ol' Speckled Hens. He will be missed by all. Condolences to his wife Janice and his family.



ROWDIES 2022 EVENTS

July

15 Rolling Sculpture-Ann Arbor-Featuring Vintage British Cars!

10 Mad Dogs Car Show-Gilmore Museum,
Hickory Corners, MI

11-15 GOF Central MGT Register-
LaCrosse, WI

23-24 Waterford Vintage Races-Waterford Hills, MI Dave Quinn

31 Rowdie B'Day Party-Mac & Joni McDonnell's, 12 noon 'til we turn into Pumpkins 275 South Main St, Rockford, MI (616-450-9276)

August

6 Larry Pittman-Day in the Garage

13-14 Alden Car Show-Alden, MI

20 Tom Fant's Fantabulous Beach Party!-Portage Lake, Pinckney, MI

September

11? Battle of the Brits-Camp Dearborn

15-18 SE British Car Festival-Dillard, GA

16 Cars on the Green-3:00-7:00 pm Friday
Dixboro, MI

18 Orphan Car Show-Ypsilanti, MI
Imported Orphans

20-23 Put-In-Bay Races, OH
Featuring Rowdie #49!

October

TBD Rowdie Fall Color Tour-Dave Quinn

TBD Colour Tour Weekend North-Tom Fant

December

4 Rowdie Christmas Party-Chelsea, MI

OTHERS

Day in the Garage Pick a Weekend

Ann Arbor Cars 'n' Coffee 3rd Sat of Month
(7:30-9:30 am) Zingerman's Roadhouse, Ann Arbor

Belleville Car Show Mondays
5-9 pm

Belleville, MI

Brighton Street Show Sunday night Main Street, Brighton, MI



Chairman's Chatter

June is busting out all over, and it's perfect for MG driving. I hope everyone is having a great time in Colorado Springs. It will be interesting to hear their stories. We've had a fairly wide variety of weather here. I hope it's good there.

We didn't drive our MGA to Colorado. Mary Ellen's sister needed us to come to Illinois, so we spent almost two weeks there. I did drive the A there so I could take part in the Champagne British Car Festival that is held in Bloomington, my hometown. It is a weekend event with a Sunday car show at the David Davis mansion. This year they changed the show judging. There were no classes. Each participant voted for their top ten cars. The top 25 cars out of 160 got awards, and my A was one of the 25. I don't know whether I was first, twenty-fifth or somewhere in between. There were only three other As there. One nice one was Alamo Beige with red interior. I think Bill Black's A is the only Rowdie car with that color.

My project 1600 has been near completion for several weeks now. I have been hung up with a leaking oil filter. The engine came with a spin-on filter adapter, so I used it. Unfortunately, it leaked no matter how tight it was. After confirming that it was leaking between the filter and the adapter, I tried a new filter with the same result. So I decided to put the original cannister filter set up on instead. It leaked on the first attempt and poured on the second. So back to the adapter and spin-on filter. It was leak-free on my first two short tests. Then after driving ten miles, it leaked again. I am really tired of lying under the car with oil running down my arm.

I am eager to get Iris (That's what Mary Ellen has christened her because of the Iris Blue paint.) to an event with Tom Fant's car. They are sister cars, or at least cousins, with serial numbers very close and

the same color combination. Tom loaned me his battery cover, so the painter could make sure the paint matched, and I think they will.

On the 18th, I drove to Nashville to take part in the Route 66 Car Show. (Spoiler alert: it's not the real Route 66.) Dave Smith's race winning No. 49 was the only other MG there. Again, they did not divide the more than 200 cars into classes. In this case, the organizers chose the cars that would receive awards, I think. Anyway, I got a nice plaque sponsored by the Hastings Community Bank. That makes two shows and two awards. Not bad for someone who always says he doesn't care about awards. Maybe the best part of the day was the morning drive starting before dawn with the moon and stars and finishing with a bright sunny day. The weather couldn't have been better.

Kathy Bertolini hosted a small group of Rowdies after the show and opened her beautiful home and pool. Next weekend is the Mid-Ohio Vintage Races and the Michiana Brits Car Show in South Bend. I am hoping to go to South Bend and hoping to see some other Rowdies there besides the Wiltshires. July is full of events, culminating in the Rowdie Birthday Party on the 31st at the McDonnell's. So I hope to see a lot of Rowdies over the next couple months.

I see that the Chinese company that owns the MG name is proposing to build an electric roadster. The drawings look good. I am not very tempted to buy a Chinese MG, but at least the MG name lives on. Actually, I haven't bought a new car since 1986, so there isn't much danger of me buying a new car of any kind, let alone one from China. It's not so much that I am biased against Chinese as I am a traditionalist when it comes to cars.

Chairman Bill



PIKES PEAK OR BUST - GT47 REPORT

So there we five were, on the road again, heading out to Colorado Springs for GT47 with 3 MGAs in tow, 2 years later than planned thanks to Mr. Covid-19. Bruce and Willie Mann, Larry Pittman, and Ken and Kathy Nelson had all decided to convoy together out to Colorado Springs, CO. Bruce and Larry were hauling enclosed aluminum trailers, and Ken had a tow dolly to haul his car, exposed to the weather. Because we were starting from 3 different points in Michigan, it was agreed that we would meet up along I-94, near Chesterton, IN where there was enough empty space to pull over off the road and regroup. This worked well, but with the usual glitches, we got started about an hour late. The first day got us to Coralville, IA, with about 410 miles driving. The next day we were up bright and early and able to drive about 520 miles to North Platte, NE where we stayed for the night and ordered take out Mexican food delivered to our Holiday Inn Express with 6 cold beers on ice. Very refreshing after a long day on the road.

That evening heavy thunderstorms and possible hail were predicted. We watched some lightning and rain from the hotel, but fortunately no significant hail occurred. The next morning we were again up bright and early to drive the last 350-400 miles to arrive at the DoubleTree Inn by Hilton. Our route bypassed Denver via a toll road on the east side which helped with Denver's congested roads.

Monday morning we registered, met up with old friends and got acquainted with the layout of the hotel. In the afternoon Kathy and I drove the MGA to The Garden Of The Gods, after first tuning the MGA for the altitude. Turning the main jet down 2-3 flats and increasing the idle by about 1/4 turn seemed to do the job to keep the car running well, but there was a significant decrease in engine power at that altitude (about 6,500 ft). John Twist said we really needed different needles to get some of the power back.

The Garden Of The Gods is a large area of amazing rock formations and you can drive through much of it. We parked in one area and hiked around a bit over one of the six 1-3 mile laid out trails, after waiting out a brief afternoon shower. There is a visitor center there which explains how the stone formations came to be formed over millions of

years. The Ute Indians claimed this area as the site of their peoples' birth.

The Rocky Mountain Centre of the MG Car Club (RMC-MGCC) was the host chapter for the GT and they arranged a display of 2 MGs to be placed inside the hallway of the hotel. One was a beautiful silver MG Coupe, and the other was Cathy and Joe Gunderson's EX186. Both are delightful works of art. Joe Gunderson gave a "virtual tour" of the rebuild of EX186 via Zoom on Monday evening because he was home with a mild case of Covid. We also had the First Timer's Reception Monday night, followed by the official Welcome and Orientation by Tom Medeen. Monday afternoon offered tech sessions which continued through Tuesday as well.

Tuesday offered the chance to sign up for the Glen Eyrie Castle Tour and High Tea. Glen Eyrie Castle was built in 1871 by the founder of Colorado Springs, General William Jackson Palmer and today is used for conventions and retreats and is owned by the Navigators, an international interdenominational Christian ministry. There are 17 guest rooms, and it is set up for tours and High Teas. The history and furnishings and grounds were worth the visit, and many people stopped at Garden Of The Gods on the way back as well.

Tuesday evening we loaded on a bus and went to the Flying W Ranch for a demonstration of cattle roping and horseback riding, followed by a Chuckwagon dinner and Western Show. Very enjoyable, and the food was plentiful, even down to the ubiquitous baked beans. I couldn't help but think about Slim Pickens as Taggart in "Blazing Saddles" during the campfire scene when all the cowpokes sit eating their baked bean dinner. 'Nuff said about that.

Wednesday morning brought the car show from 9am to 12 noon. About 100 cars were displayed, including 2 pre-war rebodied K3 type cars. Not the original factory produced K3s, but apparently N-types with the same engine and drivetrain and a K3 body. After the show, there was a 'Gold Rush Tour' to Cripple Creek that quite a few cars took, and dinner on your own.

Thursday was on our own generally, but a group of cars set off at 9am to drive over to Royal Gorge Bridge and Cañon City together. Driving in

the mountains and plateaus of Colorado made for a pleasant 200 mile or so drive, and we made it back in time for the Award dinner that evening.

Friday morning Larry and Bruce took the cog railroad up to the top of Pike's Peak, but Ken and Kathy went to the National Museum of WWII Aviation and took a very informative guided tour with a discussion of the airplanes' use and strategy in war, as well as a tour of the facility they use to rebuild and reconstruct military aircraft. They had WWII flight simulators used in training pilots, and a Norton bombsight as well as displays from WWI when 'airships' were just evolving as weapons of war. I kept looking for the original 'airship' that Buck Rogers used to travel to different planets, but it was nowhere to be found.

The Rowdies who attended were Steve and Diane Mazurek, Ken and Kathy Nelson, Larry Pittman, Bruce and Willie Mann, Tom Fant and Lynn Coombs, Allan Bachelder, and Special Guest, Chris Pittman, Larry's son who came to visit him for 2 days. Otherwise Bruce Mann won 1st place for his MkII 1600 Wire Wheel (no surprise there), and Allan Bachelder won the Renkenberger Chapter Spirit Award. Unfortunately he had to bring it home in a U-Haul truck he used to tow his car home, after suffering a blown head gasket on the way out. Two ex-Rowdies showed up at the GT also, and they were Steve and Donna Finch. We had a nice visit with them. They drove their MGA out from North Carolina, with their dog in the car. One member drove over 3,000 miles to the GT, and there were quite a few driven over 1,000 miles. John and Rita Drake had 3 plaques displayed on their car, indicating it had been driven 1,000 and 2,000 and 3,000 miles to a GT.

Dave and Lois Gribler took their car to the top of Pike's Peak, but apparently blew a rod bearing at the top and had to tow it home also. After the GT Tom and Lynn headed off to visit Yellowstone National Park.

On the way home, our convoy of 3 vehicles drove to Custer, SD and spent 2 days visiting the Mt Rushmore and Crazy Horse monuments. After that, our group headed back home along I-90 for a more northerly route. When it came time to figure out our route either under Lake Michigan near Chicago, or over it via the UP, the decision was unanimous to go through the UP and avoid the heat, congestion, and traffic around Chicago. It was a wise decision, and we all made it home safe and

sound 13 days after heading out to Colorado. It was a long journey with a lot of driving, but a good time was had by all, and now we just have to set our sights on Memphis in 2023. Hope to see you all there again! (Pictures of GT47 below by Ken Nelson & Willie Mann) **Ken Nelson**



Getting ready for the Road



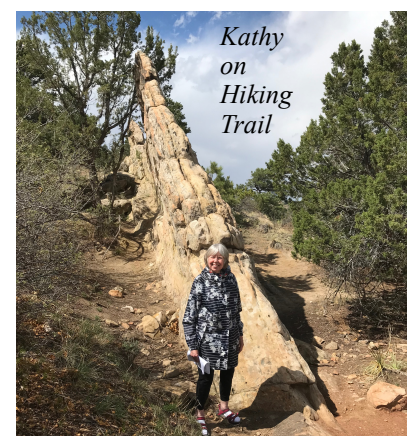
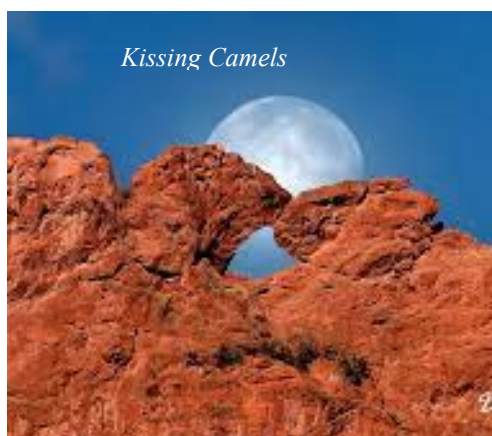
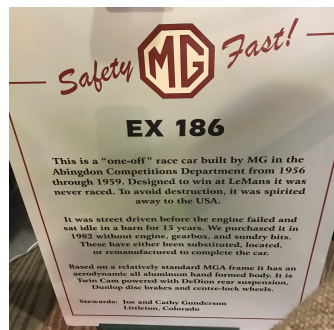
Three pretty MGAs in a Row: Larry Pittman's, Bruce & Willie Mann's, Ken & Kathy Nelson's



Now for the Front View



Bruce & Willie Mann







*Ken & Iris
Langford*



*Bruce, Kathy, Mike Hickman,
Larry*



Tim & Sue Coyne



*Don &
Linda
Holte*



Tom Fant, Willie, Lynn Coombs, Larry



*Mike
Jacobsen,
Ken Magnus*



Steve & Donna Finch



*Driving To The Royal
Gorge Bridge & Park*



Royal Gorge



Royal Gorge Bridge



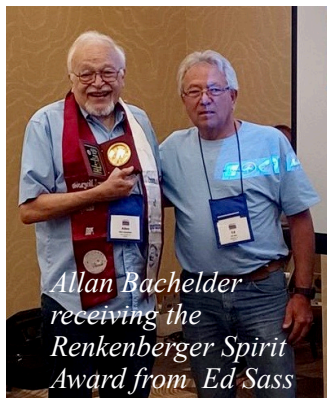
*Willie & Bruce Mann with Bill & Karen
Marshall at WWII aviation museum*



Awards Dinner



*Willie & Bruce with their 1st Place
Award for MkII 1600 MGA*



*Allan Bachelder
receiving the
Renkenberger Spirit
Award from Ed Sass*



*Steve & Diane
Mazurek*



*Chris & Larry
Pittman*



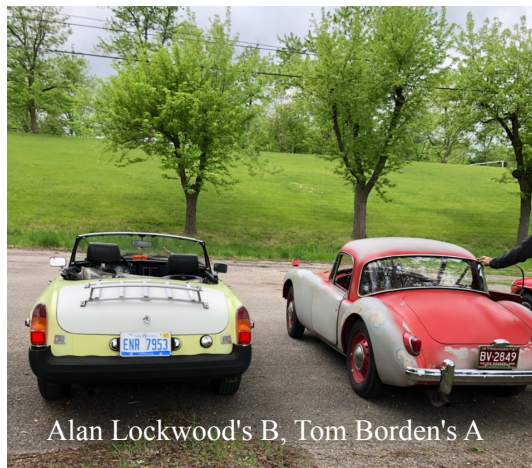
*Refueling before
heading home
again*

Detroit-Windsor Day May 21, 2022 At Fort Dearborn

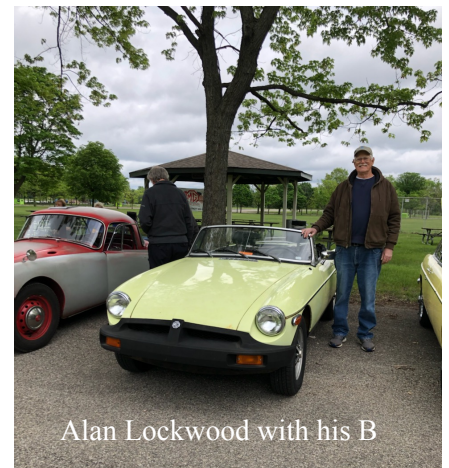
Sat May 21, 2022 British Gathering meet up at Fort Dearborn
with Windsor-Detroit group. 30 cars. *(Pictures by Bruce Mann)*



Thirty Cars Showed Up



Alan Lockwood's B, Tom Borden's A



Alan Lockwood with his B



Tom Fant's & Bill Weakley's MGAs



Dave & Phyllis Goeddecke



Bruce DOES fit in a Coupe!



Willie Mann & Tom Fant



Old Rowdie Ken Klemmer & his TC

Drive Your MG(A) Day and A Day In The Garage-John Alexander

Drive Your MGA Day: It was a beautiful, top-down kind of day in SE Michigan where Tom Fant, Lynn Coombs, John Alexander and Kevin Peck assembled at the westside Ann Arbor Meijers. John had to convince Tom and Lynn to remove their hood by removing his own. Kevin showed up in his Buick since his #2 MGA failed to start from the long winter's nap.

Our two cars wandered the back roads west to eventually find Jerry's Pub in the Irish Hills. After a nice lunch and reminiscence of John Deere tractors we have owned, a good drive back to town was had. Bob Samyn sent photographic evidence of his MGA's participation on the "Day". (Photos by John Alexander)



Kevin, Lynn, and Tom
at Jerry's Pub

A Day in the Garage: Alan Lockwood, Bill Weakley and John Alexander assembled at Rich Illman's garage in Williamston for a three round bout of "Chase the Electrons" and a quick 'n' dirty tune up. Rich had installed a new wiring harness and was having issues with tail lights, brake lights and t-signals. Through systematic use of jumper wires, VOM and combined intellect, our intrepid crew succeeded in finding an extra wire to nowhere and finally making lights work. Just before we left, the dash was reassembled and, naturally, the lights stopped working. Arrrrgh! We then broke for some fresh smoked salmon and libation. That made a pretty good end to the day!

Fixed now. A test drive on Sunday gave a thumbs up for the car. After a few more issues repaired, we should see Rich's car at some Rowdie Events.



Bob Samyn's "A"



***8 Of The Most Lethal Tools In Your Home Shop-
from Hagerty Media, by Kyle Smith
(submitted by Dave Smith)***

Working on cars is inherently dangerous. Just like driving, spinning wrenches on a vehicle requires respect and undivided attention. We all accept a certain amount of risk when taking on DIY projects, and I'm willing to bet that the percentage of people who have left every single one of their projects without a scrape or bruise to be less than one. I won't go so far as to say everything is dangerous, but here are a few repeat offenders that I think are the most dangerous tools in the average shade tree mechanic's shop.

Drill press/drill

Even small drill presses are high-torque affairs thanks to speed reduction pulleys. Snag something on a drill bit and the machine will continue to wrap that



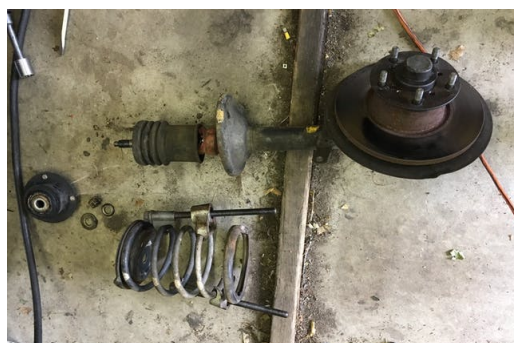
material until you hit the stop switch. When drilling, remember that the most dangerous time is right before the bit breaks through the backside of the material. Should the tooling bite, rather than cut, it will take whatever you're working on and whip it into oblivion. A vise will hold your workpiece in place, but used with a hand drill, you run the risk of twisting your wrist. Still, holding a piece in your hand and drilling on the drill press is asking for trouble. Get a drill vise or appropriate clamps and use them.

Remember, speeds and feeds are incredibly important when drilling. Make sure to adjust the speed at which the drill is spinning and monitor the feed, or the rate at which the drilling takes place.



Grinder

Handheld grinders can easily spin a 4.5" disc to 8000 rpm and are used to remove material from your project. That material is coming off the wheel at Mach Jesus and bouncing about your shop. Without due care that material will bounce right back at you or damage delicate parts of your project, or worse, your eyes. Questionable quality discs can also break apart and become projectiles in every direction. Grinders are powerful tools to be used with respect and care as to where the material is going. It's best practice to use quality attachments, combined with good personal protective equipment: safety glasses, hearing protection,



and gloves, at a minimum.

Spring compressor

Hell hath no fury like a compressed spring unintentionally released. Literally tons of force can be sprung loose in an instant. The suspension in our beloved car is sometimes one slip of a wrench from shooting out big parts at ballistic speeds. When working with spring compressors a big dose of extra caution is warranted.

Consider taking a "belt and suspenders" approach by not only carefully using the proper tool, but also using chain to retain the spring to a solid part of the vehicle like the frame, so that if energy is released it will still be contained to an area that you are choosing and can then stay out of. Spring compressors tend to be extra dangerous because often times they are rented tools rather than purchased, and come with few instruction on how to safely use. Do your research on the safe use of spring compressors, and know your limits on when it is time to call in the professionals.

Trash Can

Seriously. Have you ever seen that video where a Christmas tree catches fire and it's only seconds before the whole room is ablaze? That can happen with your shop trashcan too. More than a few projects involve any



number of chemicals and it only takes two of the wrong ones to mix in your trash can before they spontaneously combust. We haven't even talked about the danger of drying oils which can oxidize and create enough heat to self-ignite. Throwing rags in your trash can is asking for trouble. The better move is to get a fire-rated canister with a lid that serves to not only contain any fire, but also limit the access to oxygen that is required to stoke the fire in the first place.

Your Ego

One of the most powerful and dangerous tools is your own brain. Confidence comes in one of two ways: experience or ignorance. Walk into a job with the latter and it's only a matter of time before you are hurt and wondering what happened. Using tools improperly or taking shortcuts are surefire ways to end up damaging your project and/or your body. Check your ego at the garage door, and a safer—and more fun—time will be had by all.

Jack



Floor jacks are fascinating tools once you understand how leverage and hydraulic physics. The ability to easily lift thousands of pounds is a superpower possessed by anyone with a \$100 bill. That is terrifying, if you consider the dangers involved. Lifting a car requires attention to proper jacking points and also proper support once up in the air. Again, the physics are amazing, but even more amazing is that all that hydraulic pressure often rests on just a few five-cent o-rings. Do you trust your life to an o-ring? I didn't think so. Use jack stands. Every time.

Any Knife

This is a strange one to explain to folks who haven't experienced it before, but sharp knives are the

safe ones. Dull cutting edges require additional force to push through material and thus have a tendency to slip or turn in a direction the user didn't intend. Combine this with bad habits like cutting towards ourselves (I'm guilty of this more than I would care to admit) and you have a recipe for disaster. Grab a whetstone and put a fresh edge on your sharp things. I promise that is actually safer.

Punches

When using a punch or chisel you are likely scared of the hammer blows and the chance of hitting your holding hand. That's a real fear, but the chisel itself may conspire to hurt you as well. The end of a punch that



receives those carefully placed hammer strikes has a tendency to mushroom slightly and can reach a point where the edge becomes brittle. When struck, it becomes a sharp projectile. This is easily prevented by filing down any mushrooming edges on your punches.

In the wrong hands anything can be dangerous, just ask my friend who has a glass eye about how dangerous a screwdriver can be when used incorrectly. That doesn't mean you should never go out and enjoy working on your car though. Everything in life comes with risk, but mitigating some of that by acting responsibly is never a bad idea.

There is a final image and thought that your editor would like to leave you with as well:



Goin' To Nashville (Michigan That Is)

Saturday June 18th Kathy Bertolini arranged for our Michigan Rowdies MGA Club to take part in the **Nashville Route 66 Classic and Antique Car Show**. This car show however was not in Tennessee and was not on historic US Route 66. It was, though, on *Michigan* Rt 66 and it was in Nashville, *Michigan*. So while misleading,



the description wasn't outright lying in the true sense of the word. And it turned out to be a beautiful day, with lots of interesting cars of mostly American vintage, and a handful of historic tractors thrown in just to make things interesting.

Dave Smith was there with his MGA race car, and Bill Weakley brought his MGA as well. Ken Nelson drove down from Grand Rapids, but drove his 1954 Riley RME instead of the MGA. The MGA had just returned from being towed and driven 3,000 miles to Colorado Springs, CO and back for GT47, and upon its return to Grand Rapids had to be pushed off the tow dolly with a dead 12 year old battery. It hasn't been replaced yet and the Riley needed to get a little exercise as well, so Ken made the 55 mile trip in that car.



At the end of the car show, awards were passed out to the more interesting cars, as voted on by the sponsors of the event, and our own Bill Weakley was one of the winners of an award. Our group of Rowdies then drove to Kathy Bertolini's beautiful house (built in the 1880s) for some snacks and libations and socializing.

Attending the event were Dave & Chari Smith, Kathy Bertolini, Mac McDonald, Bill Weakley, Ken Nelson, Mark and Marjie Barnhart, and Dave & Donna Quinn, and Rich Ilman.





Photos by Ken Nelson & Merry Lu K.



ANNUAL ROWDIE B'DAY PARTY



It's a Party, Baby!

**Lets celebrate at Mac & Joni McDonnell's
house on Sunday, July 31st-12 Noon
275 South Main St, Rockford, MI**

(616-450-9276)

This will be a **BYOB** and a **dish to pass**. A Taco Bar will be Provided By The Hosts and A "Blind Taste Test For Best Homemade Salsa" will be held, so **bring your best homemade salsa** and we will create a blind taste test so you won't even know which sample was your own!

*Don't forget to bring all your "special" MG goodies to sell off at the Auction to the Stars. Festivities will begin at 12:00 Noon
We'll see you then!*



This Land Is Your Land

